

**CONFIDENTIAL**CLASSIFICATION ~~SECRET~~-CONTROL/US OFFICIALS ONLYCOUNTRY Germany (Soviet Zone) REPORTTOPIC Road Bridges under Construction in Land Brandenburg

50X1-HUM

EVALUATION                      PLACE OBTAINED                     DATE OF CONTENT                     DATE OBTAINED                      DATE PREPARED 27 December 1950REFERENCES                     PAGES 2 ENCLOSURES (NO. & TYPE)                     

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REMARKS                     **RETURN TO CIA**

                     reconstruction on the following  
bridges in Land Brandenburg:

## a. Autobahn bridge near Uetz (N 53/Y 82). (1)

The clearing work carried out by the Lauchhammer Firm is completed. It would have been possible to start work on the ramming of the concrete pillars required for the two piers. The Velten Firm has been contracted for this work. However, the pile driver required, which was to have been available at the construction site by 1 October, has not yet arrived. Information as to whether the pile driver will be available and how much time the ramming of the 52 pillars would require could not be given. A period of four weeks must be calculated for this work, including the setting up and the removal of the pile driver. This would mean that work on the construction of the bridge trestles could not be started before the beginning of December at the earliest. The construction of the trestles would require another two or three weeks. The Kohn type military bridge equipment must be delivered by that time. Considering an estimated weight of 200 tons, the assembly work alone is expected to take from 12 to 15 weeks. To this will have to be added the time required for the laying of the flooring. It must therefore be expected that the target date for the completion of the bridge, set for 28 February 1951, will be exceeded by four weeks.

## b. Road bridge near Marquardt (N 53/Z 54). (2)

Work on the lifting of the remaining bridge section on the northern side can be started only after the erection of the second lifting scaffold and the pouring of the concrete of the abutments. Work on the lifting scaffold is expected to be completed by 4 November 1950. The forms for the abutments have been up for two weeks, but the concreting cannot be started because 25 percent of the crushed stones required are still missing. Early next week this crushed stone is expected to arrive. The remaining work on the last bridge section at the southern end will probably be completed by 1 November 1950. Thereupon work on the removal of the old abutment will be started. This will be completed in two or three weeks. It will be difficult to keep the target date for the completion of the bridge which was fixed for 30 November.

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Document No. 009  
No Change in Class. ☐  
☐ Declassified  
Class. Changed To: TS S ☒  
Auth.: HR 70-2  
Date: 18 July 78 Rv

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## c. Road bridge across the Strenggraben.

The clearing work is presently still concerned with the removal of the reinforcing rods of the destroyed bridge. The river bed will then be cleared of the bridge debris. Work on the ramming of the pillars will hardly begin prior to 6 November. The pile driver is already at the construction site. However, only one third of the pillars required are available. The remainder will have to be sent from other construction sites. The concrete superstructure of the bridge will hardly be completed this year. (3)

## d. Road bridge near Baumgarten. (4)

Minor work on the bridge railing will be completed within the next two weeks. This will not impede the concreting of the roadway which is 50 percent completed. The bridge may well be completed by the end of this year.

## e. Quenzstrassen Bridge. (5)

Work on the ramming of the concrete pillars was started. The work is proceeding slowly and the completion of the bridge by the end of this year is believed improbable.

## Comments.

- (1) The bridge near Uetz is located on the western section of the Autobahn ring around Berlin, which is of importance as a western bypass around the city. The target date mentioned for the completion of the bridge, i.e. 28 February 1951, was previously reported. The bridge will be a steel structure capable of carrying track-laying vehicles of 60 tons and wheeled vehicles of 15 tons. The cost of the reconstruction of the bridge was estimated at 600,000 Eastmarks. 50X1-HUM
- (2) The road bridge in Marquardt is on category I road No 337 and crosses the Sacrow-Paretz Canal. The bridge is only of local importance. 50X1-HUM
- (3) The bridge, across the Strong Ditch in Werder, is on National Highway No 1 connecting Berlin and Magdeburg. This highway is of importance as an alternate east-west artery supplementing the autobahn running parallel to it. 50X1-HUM
- (4) The so-called Baumgarten Bridge is near Werder, on the same road as the bridge under field comment (3).
- (5) The so-called Quenz Bridge in Brandenburg is also on National Highway No 1

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